

COUNTRY East Germany

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REPORT NO.

TOPIC Schorfheide Airfield

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VALUATION see below

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

RED. 19 February 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 2 - sketches or ditto

REMARKS

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1. [redacted] that 1,230 workers were employed on the construction of Schorfheide airfield on 8 December 1952.
2. In mid-December 1952, innkeepers in Zehdenick were informed by the Kreisverwaltung (county administration) at Gransee that all dancing halls in the town would be required for the quartering of about 3,000 workers still before Christmas. Prior to 6 January 1953, no workers had arrived at Zehdenick.
3. From 23 December 1952 to 5 January 1953, the majority of the workers employed on the construction of the airfield were on leave. Normal construction activities had not been resumed by mid-January. Fourteen cases of typhoid fever occurred among construction workers in early January. Those workers who contracted this disease were sent to Templin. The new construction supervisor, Herr von Roeder (fnu), who was assigned to the job after Herr Scheddin was arrested attempted to raise the output quota for construction workers. Consequently many of the workers, above all carpenters and brick layers, left their job and went to work on Ruegen Island, where higher wages were paid. Construction supervisor von Roeder was discharged on 16 January. His successor had not arrived by 17 January.
4. In early January, leveling work for the construction of a runway was started east of the Vietmannsdorf-Gross Moelln road. Source observed again that the spur track leading to the airfield branched out in forest district No 163. The southern branch continued as far as forest district No 159, while the northern branch extended into forest districts No 193, 192 and 191. The embankment for the northern branch of the spur track was raised to a height of about 2 meters and was fortified by piles. The last 300 meters of the spur track were protected by a roof resting on poles about 7 meters high. Under this roof concrete storage facilities for cement were being built. A narrow-gauge field railroad track led from this point to the construction sites at the airfield.¹
5. The southern border of the airfield area was protected by a barbed-wire fence which ran about 450 meters south of the lane between forest districts 193 and 161.

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659

25X1A

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-2-

25X1A

6. About 10 a.m. on 5 or 6 January, a rail motor coach which was equipped as a caboose, arrived at Vogelsang railroad station. Ten to 12 civilians, apparently among them also Soviets, left the car and entered the station building. They subsequently inspected the new spur track to the airfield. One of the civilians told the foreman of a gang of transport workers that no loading operations might be possible in Vogelsang during the month of February. He furthermore said that about 2,000 carloads would be dispatched from Vogelsang to the Schorfheide (heath) on the new track. In early January, about 10 railroad cars loaded with gravel, ties and track construction material were pushed on the spur track from Vogelsang railroad station. Rails were continuously hauled to the airfield. Since recently the way bills for railroad cars dispatched to Schorfheide airfield have been marked "Wirtschaft Kostik".¹
7. In early January, source observed that the western boundary of the airfield ran through forest district No 197. North of this forest district the airfield area extended about 200 meters beyond Kaisergerstell into forest district No 222. The eastern boundary of the airfield allegedly ran through forest district No 185. The northwestern corner of the airfield was on the Grunewald-Vietmannsdorf road. Most of the airfield area was cleared of trees and tree stumps. Clearing work still continued between Kaisergerstell and the northern border of the airfield.²
8. The section of the airfield west of the Vietmannsdorf-Gross Doelln road was leveled. The humus layer was moved by means of a narrow-gauge railroad line to three points on the northern border of the airfield. Excavation work for the construction of a runway had been started in the western portion of the area. A stretch of about 1,000 meters had been dug out. Source learned from construction workers that the concrete layer of the runway was to have a thickness of 50 cm.³
9. After 5 January, no new workers were hired for construction work at the field. Work was being done in three shifts. The western portion of the field where excavation work was being done was lighted at night. Only one shift was being done at the construction site where the barracks installation and single-story temporary buildings were being erected.
10. The approaches to the airfield were guarded by Soviet sentries. Patrols were seen also outside of the barbed-wire fence which surrounded the field. Source did not know that the wooded area outside of this fence was off limits to Germans.
11. On the west side of the airfield, the spur track extended about 50 meters south of Puettgerstell toward the Vietmannsdorf-Gross Doelln road.⁴ About 100 meters west of this road a second track branched off to the north. This track made a curve toward the east and then extended as far as the concrete mixing point. Work on the extension of the southern track toward the east had been started in early January. Most of the rails sent to Vogelsang railroad station for utilization on the railroad line were used material. The best rails were used in the vicinity of the railroad station, while those of a lesser quality were used further to the east. The spur track extended as far as about 500 meters west of the concrete mixing plant.¹

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25X1A

-3-

12. Source observed that some additional concrete mixing machines and caterpillar leveling machines had arrived at the airfield. The seven barracks buildings in forest district No 126 were not yet completed in early January. One of the buildings was nearing completion, while work on the concrete floors of the other buildings was being started. A large single-story building, the so-called culture house with a motion picture theater, two single-story administrative buildings for construction headquarters 101, two single-story buildings, living quarters for Soviet administrative personnel, four temporary buildings for German workers, and five or six temporary buildings housing Soviet soldiers were completed in forest district 125. In forest district No 127, source observed a single-story temporary building used by the Bauunion Brandenburg.¹ Source learned that the construction supervisor at the field was a man with the name of von Roeder.

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1. [] Comment. Construction work at Schorfheide airfield appeared to have made good progress. The material shipments reported for February and the hiring of new personnel indicates that this work will be intensified. Wirtschaft Kostik is reported for the first time. For course of the spur track built to the airfield, [] For sketch of cement storing facilities available at the field, see Annex 1.

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- 25X1A 2. [] Comment. Kaisergestell and Puettgestell are German designations for lanes between forest districts. For boundaries of airfield, see Annex 2.

3. [] Comment. For course of the runway, [] The statement that the concrete runway will have a thickness of 50 cm agrees with previous information.

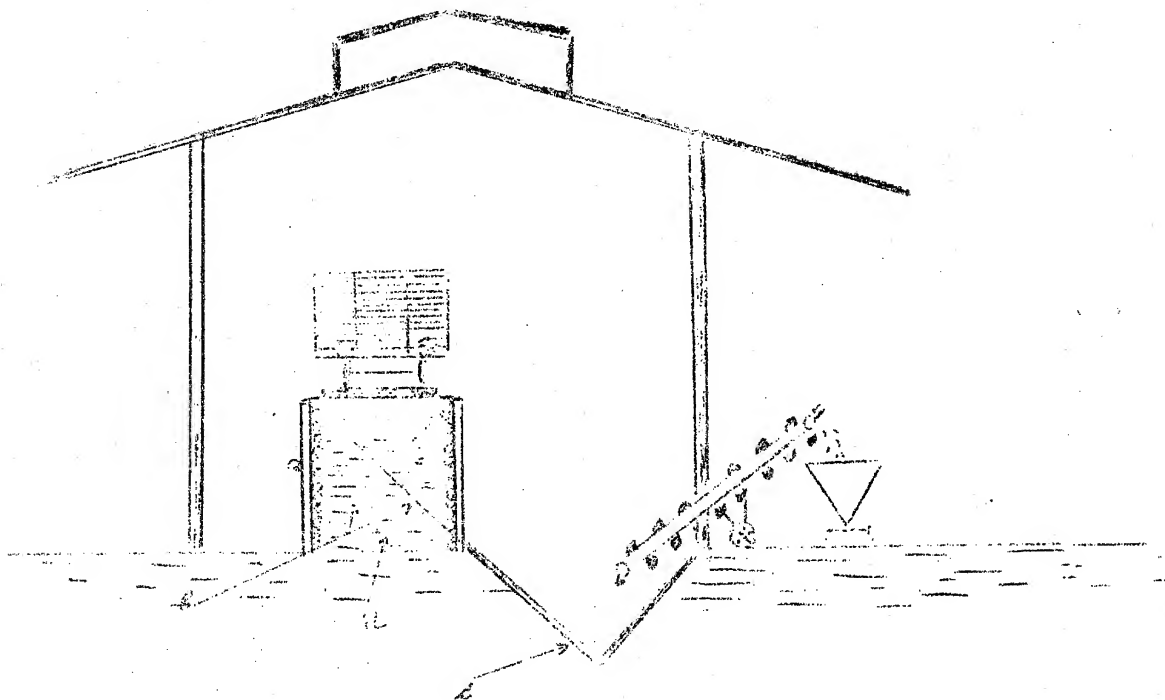
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Cement Storage Facilities at Schorfheide Airfield



Legend:

- a Logs
- b Iron bracings
- c Concreted area
- d Earth filling

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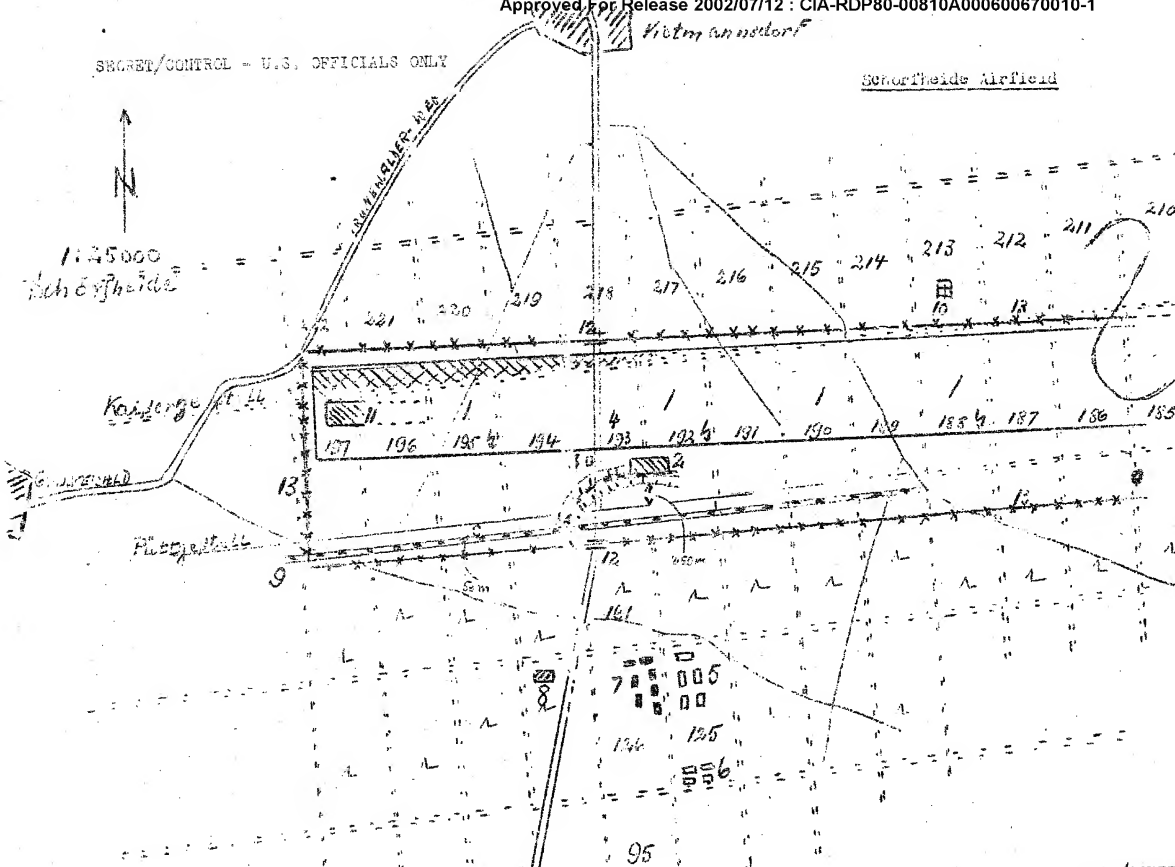
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Schorfheide Airfield

Legend:

- 1 Airfield area
 - 2 Cement storage facilities with concrete mixing plant
 - 3 narrow-gauge field railroad line
 - 4 Well and temporary water tower
 - 5 Culture house
 - 6 low wooden buildings quartering German workers
 - 7 barracks installation under construction
 - 8 Office of the Bauunion Brandenburg
 - 9 Spur track from Vogelsang railroad station to the airfield
 - 10 so-called roenigs- or kaiserstein
 - 11 Point where excavation work for the runway was started
 - 12 Guarded gate
 - 13 Barbed-wire fence
- Transformer station
- Logged off areas



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